

Dangerous Gang of Counterfeiters in Pennsylvania broken up.

Through the instrumentality of Mayor Gilpin, of Philadelphia, and Mayor Guthrie of Pittsburgh, the principal manufactory of counterfeit money in the interior of Pennsylvania has been broken up and destroyed. Three officers were dispatched to a house situated between Danville and Washingtonville, where, on the plea of wishing to purchase some counterfeit money, they gained admittance, and found three persons engaged in the manufacture of counterfeit bank notes. The party soon suspected the intentions of the officers, and fled to the woods. The officers followed in pursuit, but were only able to take one of the gang, by the name of Dr. Geltner, by wounding him with a pistol.—They then returned to the house, and on examining it, in the second story a full set of engravers' instruments, a printing-press, the chemical and other preparations used in making counterfeit money, were found, besides \$600 in \$2 counterfeit Harrisburg Bank notes, which were wet, having just been printed. This description of money was being worked off when the officers went to the house. A large amount of counterfeit 1's, 2's and 5's, purporting to be of the Lancaster Bank issue, were also found secreted in different parts of the house, together with 5's on the York Bank, 5's on the Merchants' and Manufacturers Bank of Pittsburgh, 20's on the Cape May Bank, altered from the notes of the exploded Millington Bank, and 10's on the Bank of Northumberland. The plate, from which the Harrisburg counterfeits were worked, was carried away by one of the parties who escaped, but the officers succeeded in getting the plates of the Merchants' and Manufacturers' Bank at Pittsburgh, and the Cape May Bank, at a house about thirteen miles distant, on the road leading to Turbotville. Dr. Geltner was conveyed to Danville as quickly as possible, in consequence of his wound, and lodged in the jail, where he was attended by Dr. James D. Strawbridge, of that place, who pronounced his wound severe but not dangerous. In the evening of that day, Justice William Kitchen heard the case, and committed the defendant to prison in default of \$3,000 bail. The defendant is said to be a beautiful and skilful penman, and can counterfeit a signature with much precision. He is alleged to be the master spirit of the band, and signed all the notes. The Doctor is a graduate of the University of Pennsylvania, and but 28 years of age. When he attended the University, he bore a good name and was much esteemed by his associates.—*Philadelphia Ledger*.

STATISTICS OF HOT SUMMERS.—The excessive heat which prevailed lately gives some interest to the following account of remarkable hot summers:—In 1135 the earth opened, and the rivers and springs disappeared in Alsace. The Rhine was dried up. In 1152 the heat was so great that eggs were cooked in the sand. In 1160 at the battle of Bela, a great number of soldiers died from the heat. 1276 and 1277, in France an absolute failure of the crops of grass and oats. In 1303 and 1304, the Seine, the Loire, the Rhine, and the Danube, were passed over dry-footed. In 1393 and 1394, great numbers of animals fell dead, and the crops were scorched up. In 1440 the heat was excessive. In 1538, 1539, 1540, 1541, the rivers were almost entirely dried up. In 1556 there was a great drought over all Europe. In 1615 and 1616, the heat was overwhelming in France, Italy, and the Netherlands. In 1646 there were fifty-eight consecutive days of excessive heat. In 1678 the heat was excessive. The same was the case in the first three years of the 18th century. In 1718 it did not rain once from the month of April to the month of October. The crops were burnt up; the rivers were dried up; and theatres were closed by decree of the Lieutenant of Police. The thermometer marked 36 degrees Reaumur, (113 of Fahrenheit.) In gardens which

were watered, fruit-trees flowered twice. In 1723 and 1724, the heat was extreme. In 1746, summer very hot and very dry, which absolutely calced the crops. During several months no rain fell. In 1748, 1754, 1760, 1767, 1778, and 1788, the heat was excessive. In 1811, the year of the celebrated comet, the summer was very warm and the wine delicious, even at Suresnes. In 1818 the theatres remained closed for nearly a month, owing to the heat. The maximum heat was 35 degrees, (110:75 Fahrenheit.) In 1830, whilst fighting was going on, on the 27th, 28th, and 29th July, the thermometer marked 36 degrees centigrade, (97:75 Fahrenheit.) In 1832, in the insurrection of the 5th and 6th of June, the thermometer marked 35 degrees centigrade. In 1835 the Seine was almost dried up. In 1850, in the month of June, on the second appearance of the cholera, the thermometer marked 34 degrees centigrade. The highest temperature which man can support for a certain time varies from 40 to 45 degrees, (104 to 113 of Fahrenheit.) Frequent accidents however occur at a less elevated temperature.

GREAT WESTERN, OR CANADIAN RAILWAY.—A meeting of English shareholders in this Company was held on Wednesday, at the London Tavern, to receive a report from the directors, together with a statement from the agent of the company. Mr. S. Laing, M. P., was called to the chair. The Chairman entered at some length into a description of the line, the large amount of traffic it was likely to have, and the dividend it would probably yield. He concluded by moving a resolution to the effect that the highly satisfactory report presented by the directors to the annual meeting held at Hamilton Canada, on the 21st of June last, together with a statement submitted by the agent, be circulated among the shareholders resident in England. Mr. J. Smith seconded the motion and it was carried. A long discussion ensued, in the course of which it was stated that the undertaking would form a main trunk line from the Niagara river, where some of the United States lines terminated, and passed through the principal towns and districts of Canada, and terminate at Windsor, opposite Detroit, the eastern terminus of the Michigan Central Railroad. The whole length of the line, including a branch of 49 miles to Port Sarnia, on Lake Huron, was 275 miles. Resolutions were passed appointing a committee of shareholders, consisting of Messrs. S. Laing, J. Masterman, jun., and A. Derby, to co-operate with the president and agent of the company in the selection of a managing director: voting thanks to Mr. Harrison, the president of the board, Mr. Buchanan, the agent, and Mr. Harkness, the secretary.

TERRIBLE CATASTROPHE ON LAKE ERIE.—It becomes our melancholly duty to relate another of those terrific steamboat accidents which are ever and anon disturbing the tranquility of every human bosom on this continent. The incident which we now place before the reader is one which, though less tragical in its details than the late horrible scene which so lately occurred on the Hudson River, involves a far greater destruction of human life. The mournful story may be given in a few words.

The steamer *Atlantic*, of the Michigan Central Railway Line, with at least 500 passengers on board, was run into of Long Point, Lake Erie, about 3 o'clock on Friday morning, by the Propeller *Ogdensburg*, Capt. Robert Richardson. It appears that she did not immediately sink, but continued her course for some time, when she shortly afterwards went down in deep water, carrying with her about one half of her passengers. That more lives were not lost, is owing under Providence, to the rare presence of mind, and humane anxiety of Captain Richardson of the Propeller who seems to have a sort of presentiment that the concussion had been a fatal one for the Steamer, for he turned his vessel and followed after her, and came up with her in about half an hour, in time to

save upwards of 250 of those on board.—*Hamilton Gazette*, Aug. 23.

A BOLD LADY.—A letter from Niagara says:—"I heard from one of the guides that a young English lady had a narrow escape on Friday morning. Perfectly enchanted with the scene, and anxious to possess some memento of her visit, she, assisted by the guide, stepped off the ridge on Goat Island—familiarily known as the 'Hogs back,' from rock to rock, until she reached the large slab which divides the American sheet of water, and in the crevices of which grew a small tree. From this, gathering a branch, she proceeded on her perilous return journey—the boiling rapids at her feet, within two yards of taking their mad leap, and the spray flying around her. At the second step, the rock being wet and slippery, she fell, but fortunately the water here was shallow, and formed an eddy. The guide stood firm, and she retained her grasp of his hand, and thus escaped with an 'awful fright,' and a thorough baptism in Niagara's stream, obtained perhaps, nearer the extreme edge of the Falls than was ever previously managed without loss of life. She neither screamed nor fainted when she reached *terra firma*, but, like a sensible woman, felt thankful for her deliverance, and her trophy, which she had retained all the time."—*Exchange*.

STEAMBOAT RACING.—It is strange how reckless some people are of human life. Notwithstanding the melancholly results of steamboat racing, so frequently seen in the United States, and only a few days ago in the tragical fate of the *Henry Clay*, the Americans do not seem to take warning. We read in the *New York Herald* of the 14th inst., that on the previous day there was another race on the Hudson between the steamboats *Alida* and *Francis Skiddy*. The *Herald* says the race was conducted in the most "gentlemanly manner," but the facts show, that it was also conducted with the most imminent danger to the lives of the passengers. Indeed we are told that as the two boats reached the wharf at Newburgh nearly together, they actually came into collision with so much force that the *Alida* was nearly upset, and her guards and wheels were much injured by the shock. We believe there is hardly a country in the world where the sacrifice of human life causes such little sensation as in the United States.—*Daily Colonist*.

VANCOUVER'S ISLAND.—The last despatches from Vancouver's Island give very favorable accounts of its capabilities. The climate is found to be agreeable, and, even in the northern part, considerably milder than that of England. For settlers the facilities, both as regards the raising of produce and the erection of works and dwellings, appear to be greater than had been anticipated. The natural features of the country are described as being very beautiful, owing to its lakes, hills, woodlands, and occasional patches of prairie. The oak is abundant, frequently growing in blades, with park-like regularity. The soil generally is a dark vegetable mould, averaging eighteen inches in depth, and unusually fertile. Contrary to what is seen in England, the best lands are mostly those where pine trees grow. The flora of the island is much the same as that of Great Britain. It is also considered that the geological features are such as strongly to favor the anticipation that gold may be found throughout an extensive range.

We are gratified to learn that the contract for building the new suspension bridge at Niagara Falls, has been awarded to Messrs. Brown & Co., the extensive builders of Thorold, as we are well satisfied the work will be efficiently performed and rebound equally to the credit of the Province and that of the enterprising contractors. The bridge being intended for the transit of the railway, will be built in the most massy and substantial manner, and is intended to be elevated 18 feet above the present structure on the Canada, and 28 feet on the American side.—*Hamilton Gazette*.

PERIL OF THE STEAMER PACIFIC.—It is reported that this famous American steamship came near being wrecked on her passage from Liverpool to New York. It is said she ran so near the rocks off Cape Race, Newfoundland, during a fog, that a biscuit might have been thrown upon them from her deck, and that in passing them she ran down a small vessel, on board of which were three men, all of whom were lost. The report may, or may not, be true; but, if true, the authentic particulars should be made public by Captain Nye.—*Bro. Jonathan*, Aug. 21.

INDIAN CURIOSITIES.—In excavating the bank above Windsor, for the Great Western Railroad, the men found a large number of Indian ornaments, consisting of silver pins, brooches, bracelets, amber bead necklaces, &c., also red stone pipes, copper camp kettles and a variety of articles usually buried with an Indian. The place where these things were found was an Indian burying ground. A great many skulls, bones, and skeletons have been found. Doubtless these ornaments were buried centuries ago, with the lords of the soil.—*Galt Reporter*.

The *Hamilton Gazette* of the 26th, speaking of the late disaster on Lake Erie, says: "It would seem that the number of those drowned was greatly over-rated in our last issue. The reports circulated after any great disaster are generally much exaggerated. The total number of those on board, including the crew, has since been estimated at 431, of which 300 were saved, which leaves the number of the lost at 131. The officers and crew, 40 in number, were all saved."

MASONIC TEMPLE AND MONUMENT.—The members of the Fredericksburg (Va.) Lodge No. 4, have resolved that they will, with the assistance of their brethren throughout the United States, erect a Masonic Temple, in which shall be placed a full length statue of Washington, in marble, and in the regalia pertaining to the honorable position he filled for many years in the fraternity. The work is to be executed by Powers.—*Pittsburgh Token*.

IMPORTANT MOVEMENT.—The Government is erecting a considerable number of iron boat houses on the shores of Long Island, for shipwrecked persons to resort to for shelter. These houses are 28 by 16 feet. Such preparations have been long needed on our coast, for ere long some fearful shipwreck may put them in requisition, and then the good will flow from such a timely provision.—*N. Y. Bro. Jonathan*.

The Masonic fraternity in Cleveland are fitting up a hall in the Forest City Block. The *Plain Dealer* gives the following description of the Hall: 60 feet in length, 50 feet in breadth; with four ante-rooms, each 14 feet by 12 feet, and a room of this size on the lower floor. It will be lighted by some 18 gas burners and chandeliers, and otherwise beautifully decorated. The cost of furnishing it is estimated at about \$2,000.

HORSE STEALING.—Farmers should be on the look out for horse thieves, as their is every reason to believe that there is an organized gang of these villains, prowling through the country. Four horses were stolen on the night of the 15th inst., in the Township of Ancaster, and in other parts of the Western Province we hear of the same depredations being frequently committed.

A prospectus has been issued of a new steam navigation company to carry on the increasing traffic with the north of Europe. The places of departure are to be Harwich, Lowestoft, and Great Grimsby, and the service is to embrace all the principal northern ports of the continent from Ostend to Copenhagen and St. Petersburg.